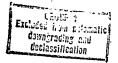
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MEMORARDIAN POR:	Chief, B23 Division,	RSA	Declass	Review by NGA.
FROM:	Chief, CIA/PID (NPIC	)		•
SUBJECT:	Study of Reil Facilit	ties from Thanh-H	on to Son Yeu,	
REFERENCE:	Requirement No. NSA/1 Project No. C 538/63	P056/R32/63		
that a study be level of construction readled bet highway; or, if a detailed study also requested.	made of the proposed letion setivity; and alween Thank-Hos southwathe rail roadbed is be of railroad facilities.	oridge site at The iso to determine ; ard to Son Yeu is sing rehabilitate as between Thanh-	anh-Hoa to dete if the cld aban being converte d as a railroad	rmine the doned d to a
north of Thank-H several years, w Graphic MPIC N-2 advanced in cons The large barge : the preliminary of Graphic MPIC N-2	w of serial photograph oa over the Eong Ma, w ill still require a co 910 shows that both ap traction. However, th in the stream between work of the constructi 910 also shows that th a is being rehabilitat	which has been una positionable amount prosches and the se cast abstract in the abstracts, in on of piers to se se old rail roadbe	t of work before west abutment of is not so near of probably being apport the future	n for a completion. The completion. The completion. The completion are a completion are a completion. The completion are a co

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Photos APIC H-2911 and H-2912 were celected to show that the old rail roadbed is being rehabilitated as a rail line and in not being converted to a two-lane highway. Although there is no signs of any track structure (rails, crossiles, etc.), the evidences of railroad construction are very clear. The following salient features are listed in support of this thesis:

The single-span steel thru-truss bridge shown on SPIC H-2911 is typical of the railroad bridges in use in North Vietnem and not found in use in North Vietnam as a highway bridge. The bridge is so marrow'that it would probably be a highway bottleneck, and in addition, the lighter loads encountered on the highway generally do not warrant this type of heavy steel construction.

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ENCLOSURES: 3 Briefing Boards (EPIC E-2910-EPIC H-2912)

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